



APPROVED MINUTES
CITY OF MILPITAS

Minutes: Bicycle Pedestrian Advisory Commission (BPAC)
Date of Meeting: August 11, 2008
Time of Meeting: 7:00 P.M.
Place of Meeting: Milpitas Sports Center Conference Room

I. CALL TO ORDER The meeting was called to order at 7:00 p.m.

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

BPAC Members

Present: Cheryl Bunnell (Chair), Nawal Stanojevic (Vice-Chair), Rene Briones, Jose Leon, Cheng-Wei Pei

Staff: Janice Spuller, Jaime Rodriguez, Kimberly Leung (intern)
Matthew Laskey, Alta Planning + Design, City consultant

Absent: Commissioner Wei Sun, Fred Zeise, Council Member Armando Gomez

Quorum was established.

IV. APPROVAL OF THE AGENDA

Approval of the August 11, 2008 Agenda
M/S: Briones/Stanojevic

All Ayes

V. APPROVAL OF THE MINUTES

Approval of June 9, 2008 Minutes
M/S: Stanojevic/Briones All Ayes

VI. PUBLIC FORUM

There were no members of the audience speaking under Public Forum

VII. ANNOUNCEMENTS

1. Chair Announcements

The Chair did not have any announcements

2. Commission Announcements-Commissioner reports on BPAC meetings

The Commission Members did not have any announcements

3. Staff Announcements

Staff Janice Spuller introduced Jaime Rodriguez, Traffic Engineering, Kimberly Leung, Student Intern, and Matthew Laskey, Consultant, from Alta Planning + Design.

VIII. OLD BUSINESS

1. Bikeway Master Plan

Ms. Spuller stated Mr. Laskey will be presenting an update to the Bikeway Master Plan and requested questions from the Commission then the public be asked at the end of the presentation. Mr. Laskey shared a PowerPoint presentation on the recent activity that has been completed since the kick off meeting.

Mr. Laskey highlighted the Bikeway Master Plan Goals

1. Monitor and implement bicycle enhancements
 2. Increase bicycle trips
 3. Connect City bikeways to the regional bicycle system
 4. Ensure that all residents of Milpitas are knowledgeable about bicycle safety
 5. Enhance bicycle access to public transit
 6. Promote bicycling as an integral mode of transportation
 7. Identify funding sources to design, construct & maintain bikeways
 8. Improve connections to community amenities, parks, and schools
- Alta Planning+ Design performed some field work which also included a survey of bicycle parking at the Milpitas Unified School District Schools

Mr. Laskey highlighted the opportunities for the existing network:

- Connections to the Bay Trail
- Bike lanes on major arterials
- Creek corridors
- Railroad corridors
- Precedent for building trails along creeks
- Midtown redevelopment
- Potential for neighborhood routes
- Regional destination -the Great Mall
- Transit connections;

and constraints to the proposed network:

- Barriers to east-west connections (880, 680, RR)
- Difficult east-west connections: Calaveras Road & Montague Expressway
- Cul-de-sacs
- Highway interchanges
- Lack of a grid-like street network

Mr. Laskey noted the next steps and schedule is to provide the Best Design Practices for Bikeways to city Staff in August, complete and release the public draft Bikeway Master Plan Update in the Early Fall, release the Final Bikeway Master Plan in the Fall, and complete the

Bikeway User Map in the Late Fall/Winter 2008.

Next, Mr. Laskey went through the existing bicycle conditions map and the proposed bike network. The proposed Bike Network adds Class III Bike Routes on Calaveras Road to Old Calaveras Road as well as up County Club Drive. He also highlighted new Class III routes along Temple Drive, along Dempsey Road, Calaveras Boulevard, and Arizona Avenue to name a few. Mr. Laskey said bike routes are good for residential areas where there is not a lot of vehicle volume and low speed and provide a good connection to other bicycle facilities. Bike route signs are usually marked by a green sign but also can be marked a shared-lane marking on the roadway. Mr. Laskey proposed that a bicycle facility is within a quarter to a half-mile radius of where you are in the City. Proposed Class II Bike Lanes include Kennedy Drive, North Park Victoria Drive, McCarthy Boulevard, and completing lanes along s. Milpitas Boulevard and Abel Street. Proposed Class I Paths include paths along Berryessa, Penitencia, and Calera Creek.

An example of a way-finding sign in the Midtown Area that will assist bicyclists in finding the new library, City Hall, or Great Mall of the Bay Area for example. This also alerts vehicles that bicyclists use the route.

Mr. Laskey laid down the existing and proposed bikeway maps for input. He is especially interested to hear from the Commission their thoughts on the bike rack locations. Ms. Spuller noted that these locations on the map are from suggestions provided from the June BPAC meeting as well as the ones provided in an older VTA study a few years ago.

Chair Bunnell opened up questions and comments to the Commissioners.

Commissioner Pei asked if the Class I paths are paved. Mr. Laskey said the proposed paths on the map are paved.

Chair Bunnell asked if this has been coordinated with the future BART plans. Mr. Laskey said this includes it. Mr. Rodriguez specified this is in coordination with the approved Transit Area Specific Plan.

Resident Aaron Faupell, 735 London Drive, Milpitas asked if there will be a funds allocation for these projects. Mr. Laskey said that the cost estimates and implementation will be included in the plan.

Commissioner Pei added it looks like the route marking means that little children can't cross the east-west

Chair Bunnell asked if there is any consideration towards pedestrians. Mr. Laskey said this is only a bikeway plan and that the only pedestrian

consideration is for the class I paths as it would both service pedestrians and bicyclists. Chair Bunnell stated there are still some places that pedestrians can't access and perhaps this is coordinated together instead of two separate plans. Mr. Rodriguez added the Transit Area Plan and Midtown Plans include pedestrian enhancements in their plans. Mr. Laskey stated there are other cities that have separate pedestrian plans and some include it as part of the bicycle and pedestrian plans combined. Chair Bunnell added is unsure how to deal with pedestrian safety.

Chair Bunnell added she asked about Piper Lane and question what is happening in that area. She, as a pedestrian, can not access the Great Mall area. Mr. Rodriguez said the map shows there is a new connection in the Piper/Montague area as part of the transit area plan. A developer is inquiring and usually projects take about 5 years.

Commissioner Briones questioned if there is going to be a crossing at Yosemite Drive and Curtis Avenue. He understands it was one of those projects that should be on the backburner and states it should be on the map. Ms. Spuller said she reviewed the 4 options from the [VTA Union Pacific Pedestrian Overcrossing] Project and found that though there is a new occupant at Yosemite Drive, Flextronics, the main options of the overcrossing land on the bulk of where the employees park. Driving towards the back of the building, there seems to be heavy security issues. Further down to the other options, Flextronics owns another company with similar security issues. Ms. Spuller said- revisiting the project would require outreach not only to Flextronics but to the Parc Metropolitan/Parc Place neighborhoods who now occupy the area on Curtis & the Great Mall of the Bay Area (since there has been a change in management).

Mr. Rodriguez added that this overcrossing shown on the Transit Area Plan was approved and has been seen by the Marriott Hotel. He discussed the Traffic Impact Fee program will be collected along a 30-year period. At Curtis Avenue the BART line will depress into a trench and when that is built, that is when the City and VTA can partner to build a bridge over the retained cut. Chair Bunnell confirmed the new street at Piper can be built within 5 years and this would be included.

Chair Bunnell asked why this project was deemed infeasible. Mr. Rodriguez stated because of condemnation of the property at Yosemite and Curtis. Ms. Spuller added it was actually due to the increasing cost of the project and the lack of finding a suitable location. The project started as a \$1 million project and towards the end of the feasibility study, the project became a \$5-6 million project. The amount was finally reprogrammed to the Coyote Creek Trail due to the increasing cost of the Overcrossing Project and the lack of finding a suitable location.

Commissioner Leon or Commissioner Pei asked if the plan looked at street light sensors for bicycles to make sure they are located at all major intersections. Mr. Laskey stated the plan will look at. Mr. Rodriguez added that there are loops located at the intersections however there is no symbol that notifies bicyclists where to place their bicycle at intersections to be read. Mr. Rodriguez added there will be some striping on Gadsden.

Commissioner Briones asked what is the plan to convert as many bicycle routes to bike lanes. Mr. Laskey added some areas are hard to add bike lanes on the network simply because the right-of-way is not available. The “green” marking (bike lanes) on the map is because there is space or space along creeks to fill segments. The blue and red marked paths and routes are actual streets. There are some short connections near schools but he feels it is better to serve as connectors through routes. Mr. Rodriguez added to make certain locations with bike lanes there will be loss of parking spaces in front of homes.

Mr. Rodriguez mentioned comments can be sent to Ms. Spuller over the next few weeks.

Chair Bunnell opened up to the public for comment.

Robert Gonzalo, 172 Perry Street, Milpitas said he understands there is high traffic [near the interstate on-off ramps] and said it is wide enough to put lanes to notify drivers there are bicyclists riding pass. He mentioned Sand Hill Road in Palo Alto is similar. Mr. Rodriguez stated he needs to bring the plan line for the Calaveras Widening project which shows that there will be striped for enough room for a bike lane- to delineate but not designate. In addition, the City does not own Calaveras Boulevard. Mr. Gonzalo also stated the east-west connection is difficult to bike through.

Rob Means, 1421 Yellowstone Avenue, Milpitas, asked Jaime to confirm that the Transit Area Plan impact fee is about \$23,000 per unit to include all infrastructure range. Mr. Rodriguez told him to refer to the June City Council meeting to get that number. Ms. Spuller confirmed that about 7000 dwelling units in the Transit Area Plan. Mr. Means then confirmed that the Great Mall of the Bay Area had some concerns about the landing of the overcrossing bridge yet there is a crossing that lands on their property. Mr. Rodriguez said the landing is on the Marriott property and that the Marriott has been active participants in the Transit Area Plan process. Mr. Means stated there was no objection from Solectron but they said they couldn't move forward with it.

Ms. Spuller asked if there were any comments on bicycle parking locations. Commissioner Pei asked if there will be parking at the new library. Ms. Spuller said there will be bicycle parking at the new library within the first floor of the parking structure.

Mr. Faupell asked why there are no bike lanes shown on the Dixon Redevelopment project; it is only shown as a route. Mr. Rodriguez said if BART comes through, this will be a bicycle lane. Mr. Rodriguez said that Dixon Landing Road will be restriped within a week as a 6-lane facility between Milmont Drive and I-880.

Rob Means asked about Dixon and Milpitas Boulevard, he said it didn't need all those lanes. Mr. Laskey clarified from Dixon Road from Arizona Avenue.

Mr. Rodriguez asked about the Commission about the bike route at Arizona. At Dixon Road, he was thinking the route to Manferd is not necessary but more of a connection from Dixon Road. Commissioner Leon stated it dead-ends in this area, and it is probably better.

Mr. Means asked about the southern crossing over the railroad tracks dependent on BART, and doesn't believe BART won't be there. What is the backup plan which should bring us back to the crossing at Yosemite Curtis should BART not occur.

Ms. Spuller discussed scheduling for the October meeting and public outreach for the Bikeway Master Plan. Staff would like to host a public meeting for the Bikeway Master Plan the week of October 6. She asked if the Commission would be amenable to moving the meeting to a later date in October. After much discussion the BPAC is okay with moving the meeting to the week of October 20. BPAC is welcomed to attend the public meeting to hear the discussion.

Mr. Laskey thanked the BPAC for their input.

Ms. Spuller will email and post the Existing Conditions Memo and updated map on the City's website.

2. Celebrate Milpitas Festival August 16 & 17, 2008*

- i. Ms. Spuller reminded the Commission of the Celebrate Milpitas Festival event and referred to the agenda attachment of the schedule. Ms. Spuller noted she will have Countywide Bike Maps and Transit System maps and some pedometers from the VTA. In addition, they will pass out reflective stickers.

3. School Safety

- i. Suggested Routes to School Program**
- ii. Walk to School Day***
- iii. Escuela Schools Traffic Congestion Committee**

Ms. Spuller discussed all the items together. The City has received environmental clearance from Caltrans to proceed with the Safe Routes to School Grant. The City will spend the next year doing evaluation of routes but will be promoting Walk to School Day on Wednesday October 8, 2008. She will contact the Commission to volunteer for the event.

Ms. Spuller highlighted the Escuela Schools Traffic Congestion Committee will promote a carpool ride match program to the schools next school year.

IX. NEW BUSINESS

1. Sunnyhills Neighborhood Association Milpitas Community Breakfast, October 5, 2008

This item is in response to the email Rob Means, 1421 Yellowstone Avenue, sent to BPAC requesting their participation in hosting the October 5, 2008 Sunnyhills Neighborhood Association Community Breakfast. The breakfast is the first Sunday of the month, ten months out of the year, at 7:00 am. Usually about 30 members of the community attend and the host shares information and provides the breakfast. After discussion, the BPAC felt that after the completion of the Bikeway Master Plan Update and system map, they will have more to share. Chair Bunnell said the Commission will take it into consideration for a future meeting.

X. ROUNDTABLE/OPEN FORUM

1. Bicycle and Pedestrian Improvements

Chair Bunnell added that there was no report on VTA meetings because they have cancelled their past two meetings. She also added there was a letter drafted and sent regarding the Landmark Towers Development project. The point was that any projects that have to do with bicycle removal or markings will be brought in advance. Mr. Rodriguez mentioned this project was not included for review due to the timing and in addition the bicycle lane removal was actually included in this project as an error. The Landmark Project did not impact the bike lanes on Barber Lane.

Mr. Rodriguez mentioned if you drive down Milpitas Boulevard, it was restriped and resurfaced and suggested the BPAC look at it as part of the new Engineering Best Practices where the bike lanes are separated from the through lanes so it will not be located near the turn and through lanes as well. McCarthy Boulevard had roadway work done, the bicycle lanes

will be restriped.

Commissioner Briones asked what length of time between grinding and resurfacing. It has been 3 weeks and it affects his cycling. Mr. Rodriguez said that after 3 weeks before the resurfacing happens. Though it does all the grinding throughout an area in one time, then it goes back and does the overlay at the same time. Shortly after the striping will be complete. Commissioner Stanojevic said her street was not restriped and it's been several weeks.

Chair Bunnell really likes to *botdots* on Landess Avenue. They are really reflective and the wrong side of the road reflects red.

2. Safety

There were no comments on safety

3. Public Awareness

There were no comments on safety

XI. ADJOURNMENT

Chair Bunnell adjourned the meeting at 8:30 pm

Next Meeting: Week of October 20, 2008